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COUNTRY	East Germany	REPORT NO.	
TOPIC	Neubrandenburg Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	29 October 1954
REFERENCES			25X1
PAGES	2	ENCLOSURES (NO. & TYPE)	25X1
REMARKS	This is UNEVALUATED		
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1. The following air activity and aircraft were observed at Neubrandenburg airfield between 5 and 27 September 1954:

5 September. No aircraft were seen aloft.

6 September. Three flights of Li-2s took off at intervals of a few seconds, made one large local flight, and subsequently remained aloft for about 20 minutes at an estimated altitude of 100 meters.

7 September. Individual Li-2s were seen aloft throughout the day.

8 September. Individual flights were made by Li-2s while visibility was very poor.

9 September. Two helicopters individually flew at a low altitude approximately between 1400 and 1700. At the same time, Li-2s practiced flying individually and in flights of three.

10 September. In the evening, 9 Li-2s took off at intervals of about 10 seconds, assembled in a squadron and practiced formation flying in the vicinity of the field. The flights were apparently conducted by experienced pilots. The aircraft landed individually at intervals of about 40 seconds. After nightfall, flying was practiced by formations of 3 and 4 aircraft with set position lights. These flights showed also that the pilots had a good training status.

11 September. No air activity was observed.

14 September. Throughout the day, only 1 Li-2 was seen taking off and departing.

15 September. During the morning, mainly individual flights were made. Three aircraft once assembled in a formation.

16 September. No air activity was observed.

17 September. Between 1700 and 1800, local flights were made by formations of two and three aircraft which took off at intervals of about 10 seconds. After flying about 1 km, the individual aircraft assembled in formation.

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An interval of about 45 seconds elapsed between the take-offs by 2 flights. The formations dispersed while flying over the road along the western edge of the field. The aircraft flying farthest west winged over to the left side and approached for landing from the east to the west. The individual aircraft were landed skillfully at intervals of 20 to 25 seconds after gliding from an altitude of about 150 meters. After nightfall, air activity was continued by aircraft flying individually and in formations of 2 flights. The aircraft had set position lights. A rotary searchlight which did not illuminate the aircraft was in operation.

18 September. At 0700, a Li-2 took off and departed.

19 to 21 September. Individual flights were occasionally made by Li-2s throughout the day.

22 September. No air activity was observed.

23 September. Throughout the day, about 8 Li-2s practiced flying in elements of two and 3 helicopters made small local flights at altitudes between 100 and 150 meters. No landings were observed outside of the field boundary. At about 1745, 14 Li-2s were counted on the southern taxiway and 3 helicopters near the zeroing-in stand. The latter aircraft were partially hidden behind the Li-2s. There was good visibility.

24 September. No aircraft was observed.

25 September. Between 0630 and 0700, two elements of 2 Li-2s were observed aloft.

27 September. At about 0800, 1 Li-2 took off heading south. At 1125, 5 helicopters were seen taking off and heading south. No aircraft was observed landing at the field.

Truck [] moved to the airfield.

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2. During September, about 20 twin-engine aircraft were stationed at the field.

On 23 September, 5 helicopters were again observed at the field. They had been seen for the first time in mid-August. There was air activity by twin-engine aircraft which flew individually and in formations. Nine Li-2s were repeatedly observed aloft at the same time. The helicopters which flew independently from the Li-2s sometimes flew in a loose formation of 3 in front and 2 at a distance of some hundred meters. Their take-offs could not be observed and the landings were made at a gliding angle of about 70 degrees. The helicopters were painted olive drab. They seemed to have a rather large fuselage with 4 large round windows. []

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3. On 14 September, 22 Li-2s and some canvas-covered helicopters were counted at the field. On 27 September, 5 helicopters were seen flying to the south. They had not returned to the field by 2 October. On the evening of 2 October, 17 Li-2s were counted at the field. Vehicular traffic at the field involved trucks []

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4. At about 1600 on 3 October, 5 helicopters flying in a loose formation crossed over Neustrelitz heading toward Neubrandenburg at an altitude of about 100 meters. They were fitted with a horizontal propeller on top of the fuselage and a smaller propeller at the tail. The large fuselage had 3 or 4 windows.

[] Comment. Neubrandenburg is still occupied by a transport regiment with 20 to 22 Li-2s and 5 helicopters. The vague descriptions indicate that the helicopters are of type 36.

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